

NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF MARINE SAFETY  
WASHINGTON, D.C.

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:  
SELENDANG AYU :  
:  
INTERVIEW OF SECOND MATE :  
KAYOMARZ J. PATEL :  
:  
- - - - - x

An interview in the above entitled matter was held  
on Sunday, December 12, 2004, commencing at 9:04 a.m.,  
before:

ROB JONES, NTSB  
SEAN MCPHILAMY, USGC  
CAPTAIN LEW KWOK YUE, IMC SHIPPING

1 P R O C E E D I N G S

2 MR. JONES: This is an interview with the 2nd Mate  
3 of the Selendang Ayu. Could you state your name please,  
4 sir?

5 SECOND MATE PATEL: Kayomarz Patel.

6 MR. JONES: This is 13:20 on the 12th of December.  
7 Now, Mr. Patel, if you could just tell us, in your own  
8 words, your trip from Seattle up to, and then including the  
9 event of the accident, and if you could, just because of the  
10 tape recorder, speak slowly, and as clearly as possible, all  
11 right?

12 SECOND MATE PATEL: Okay.

13 MR. JONES: Go ahead.

14 SECOND MATE PATEL: We sail out from Seattle.

15 MR. JONES: Maybe a little louder, please.

16 SECOND MATE PATEL: We said out from Seattle on  
17 the 28th. The 28th is when we sailed out, and the moment we  
18 went out, we were out of the Juan de Fuca at night. The  
19 straights are out of the space at night time, and moment we  
20 -- next day morning, the bad weather started.

21 The weather was bad for the whole voyage. We were  
22 going to pass through the (indiscernible) Passage, and then  
23 go down to (indiscernible) and go into the Japanese Crocio  
24 (phonetic sp.) and we're supposed to go that way. So, the  
25 weather was very well. It was -- most of the time it was

1 (indiscernible) eight, (indiscernible) nine, like that and  
2 we had a low fuel monitoring. They were there regularly, so  
3 we had a low -- a lot of low pressures in this area.

4 MR. JONES: Yes.

5 SECOND MATE PATEL: One of (indiscernible) they  
6 use to keep coming, and up until that day, up until 6th  
7 Monday, the engines was -- everything was okay. We'll use  
8 the rpm, because there was too much rolling and  
9 (indiscernible), and it was all okay, until third day, and  
10 third day was 6th Monday.

11 When I came on watch, the ship had -- the engines  
12 has just stopped. She was still having (indiscernible), and  
13 we stopped and captain was communicating with the chief  
14 engineer. He was there on the bridge, and I don't exactly  
15 remember how I came to know, but it was -- when I came on  
16 watch, I know that it was number three unit, liner was  
17 damaged. That's the reason the engine is stopped, and the  
18 engineers' there started working on it. That was  
19 (indiscernible) six.

20 So, 12 o'clock, like this happened. 16:00 hours,  
21 when I handed over watch to chief officer, I remember  
22 telling chief officer that we were on coast record, because  
23 usually every time when I hand over to chief officer, I show  
24 him the GPS that we are on the coast. So, even on that day,  
25 even though the engines were stopped, we were not drifting

1 too much.

2           The weather was not so bad at that time. On that  
3 day, the weather was not so bad when the engines had  
4 stopped. It was okay. It was not rough, and we had drifted  
5 exactly for -- our course was 065 that course, and we  
6 drifted back -- exactly that time we were on the coast line.  
7 There was not much drift.

8           The next day, when I came morning that is 7th  
9 morning, 00 hours. That time, the situation -- already in  
10 the last eight hours, the sea had become rough and the drift  
11 had become too much. That was the time when like,  
12 (indiscernible) was there. Captain was on bridge. So,  
13 third officer was already trying to contact Dutch Harbor,  
14 before I came on watch, on January 16th.

15           So that -- we were trying to ask for a tug,  
16 because we were drifting southeasterly and the thing  
17 very -- directly towards Bocoastoff (phonetic sp.) Island, a  
18 very small island, a dot on the map. So, that was concern  
19 for us, and approximately around 1 o'clock, 00 hours, we  
20 were expecting that by 17 hours at that rate of drift, by 17  
21 hours, we would be close to that island. That was our  
22 expectation at that time.

23           So, captain asked me to find out more about Dutch  
24 Harbor. So, I went to (indiscernible) Volume 65. I opened  
25 Dutch Harbor, and we found out the telephone number for

1 Dutch Harbor, Harbor Master, and I was recording it, all  
2 these conversations in the VHF log book. So, we -- captain  
3 called up the Dutch Harbor, Harbor Master. I think it was  
4 around 1 o'clock, close, around that time.

5 MR. JONES: In the morning?

6 SECOND MATE PATEL: Yeah, morning.

7 MR. JONES: 0:100?

8 SECOND MATE PATEL: Yeah.

9 MR. JONES: Okay, on the 7th?

10 SECOND MATE PATEL: Yes, on the 7th.

11 MR. JONES: Okay.

12 SECOND MATE PATEL: We called up the harbor  
13 master, and very soon after the captain talked to harbor  
14 master, the U.S. (indiscernible) called up on our ship, and  
15 then they advised that U.S.C.D (indiscernible) Alex Haley  
16 (phonetic sp.) is going to come on scene, just for  
17 assistance. That happened, and at that time, the engineers  
18 are working inside the engine room.

19 So, around 3:45, 3:50, 3:45, 3:50, chief engineer  
20 was talking to our superintendent. He had come up on the  
21 bridge. So, he talked with that and then captain told me  
22 that you will take (indiscernible) camera, go with chief  
23 engineer down, and take the photographs of the  
24 (indiscernible) or the water. Whatever chief engineer will  
25 tell you, take the photographs of that.

1           So, I went down with chief engineer and one by  
2 one, we took the photographs of the six units. We were  
3 trying to take the photographs of the (indiscernible). So,  
4 we took the photograph. I went on top to put it in the  
5 mail, and we send it, and it was almost 4:30, 4:40 by then,  
6 and chief also was on watch, so I knocked off. That was on  
7 7th morning.

8           Seventh afternoon, when I came on watch,  
9 around -- we were passing Tiara Fogosoff (phonetic sp.)  
10 Island at that time. We were coming close to Bogostoff  
11 (phonetic sp.) Island, and we passed (indiscernible) around  
12 more than two and a half to three miles northeast of  
13 Bogostoff Island. That was our closest CP, around two and a  
14 half to three miles. So, like we were relieved about that.

15           That was okay, and but then our concern was we  
16 were drifting still the same rate of drift. We were  
17 drifting towards the mainland, and at that time, we came to  
18 know that one tugboat, one towing vessel, (indiscernible) is  
19 going to come for us. So, we called them on channel 16, and  
20 she said -- she advised us that her DT is 20/30 hours on our  
21 ship, where our position was, and at that time we were  
22 contacting -- U.S.C.D. was asking us questions then. We  
23 were in touch with that Alex Haley.

24           So, yeah, that was up 'til 16:00, and 16:00  
25 (indiscernible). I went down to do some computer work, and

1 to take something (indiscernible) coming on bridge, for  
2 taking some work, or something like that. So, by that time,  
3 I was listening while I was just coming up and down. So,  
4 when the VHF was going on, I (indiscernible) to wait, and I  
5 still listened.

6 So, that time, Alex Haley was concerned that maybe  
7 20, 30 if that tugboat comes, it's too late. They wanted to  
8 make deadline first with us, and slow our rate of drift,  
9 because it was -- the tug was going to come at 20:30. So,  
10 in the meantime, Alex Haley -- when he called them up on VHF  
11 only, Sydney Foss (phonetic sp.) and Sydney Foss gave her  
12 (indiscernible) quite early.

13 She was coming up really early, around 19:00 or  
14 so. So, they said, okay, if you are coming up so early,  
15 then better you make the vessel fast, and you only make the  
16 vessel fast. We will just stand by, because they were not  
17 having very good gears to tow the vessel.

18 So, we were discussing about how to make the tug  
19 go in line fast, which will (indiscernible) and all that.  
20 So, then I said, Andre, can chief officer -- he took  
21 (indiscernible) and all the crew members, and he went down  
22 for to make fast tugboat forward, and at that time the  
23 vessel was very bad. It was snowing, and your snow stops,  
24 keeps snowing, then stop like that.

25 So, Sydney Foss came. I remembered the

1 first -- 19:50 was the time we (indiscernible). Our  
2 (indiscernible) went on Sydney Ross, Sydney Foss, and 20:05,  
3 we put the eye on the arbor (indiscernible).

4 MR. JONES: Okay, can I just stop you there,  
5 Patel, for one second?

6 SECOND MATE PATEL: Yeah.

7 MR. JONES: Just so we get our time. The first  
8 line on from the Sydney Foss, 20:05 --

9 SECOND MATE PATEL: It was port.

10 MR. JONES: Ship time?

11 SECOND MATE PATEL: Yeah, ship time.

12 MR. JONES: Ship time. What time were you keeping  
13 at that time?

14 SECOND MATE PATEL: This time.

15 MR. JONES: Where you were on --

16 SECOND MATE PATEL: Dutch Harbor time.

17 MR. JONES: Dutch Harbor --

18 SECOND MATE PATEL: Yeah, minus nine.

19 MR. JONES: -- time, minus nine? Okay, sorry for  
20 the interruption, but go ahead.

21 SECOND MATE PATEL: Yeah, then the line was  
22 (indiscernible) until the officer came up. He was there.  
23 He was around with me, but I still -- I was -- I stayed, and  
24 then the line was made fast, and I went down, and had my  
25 dinner, and I knocked off.

1           Then, when I came on watch at night time that is 8  
2 (indiscernible) 00. Captain was still there, and then he  
3 told me that they made fast the tug. Already it was made  
4 fast and they were trying to reduce our rate of drift.  
5 Weather was too bad for them to tow.

6           So, for that reason, and that time, their  
7 intention was just to slow down our rate of drift, and just  
8 to hold there, because they couldn't tow in such a bad  
9 weather, and we were going to -- the (indiscernible) line  
10 was there on board. So, we were supposed to grease that line  
11 to reduce the chaffing of that line.

12           So, every three hours, we're supposed to do that.  
13 Eleven o'clock, already they had done it, and  
14 (indiscernible) was on bridge duty.

15           COURT REPORTER: Can he slow down a bit? I cannot  
16 catch up with him.

17           MR. JONES: Okay, take your time. You're doing  
18 great.

19           SECOND MATE PATEL: So, 2 o'clock (indiscernible)  
20 and (indiscernible) they were supposed to go forward, and  
21 grease the line, and the (indiscernible) light where the  
22 line was, to reduce chaffing of the line. So, they went 2  
23 o'clock and they greased it, and in the meantime, captain  
24 had told me that every hour I will be updating the weather  
25 and sending it to the company. So, I was doing that. Every

1 hour I was sending mail, and we were updating the weather.

2 MR. JONES: This is Rob Jones again. This is 2:00  
3 a.m. in the morning?

4 SECOND MATE PATEL: Yeah.

5 MR. JONES: Okay.

6 SECOND MATE PATEL: 2:00 a.m., we had greased it.  
7 We had greased the line.

8 MR. JONES: Okay, so, at 0:200 now, you're on  
9 watch --

10 SECOND MATE PATEL: Yeah.

11 MR. JONES: -- and the deck hands and  
12 (indiscernible) are going forward?

13 SECOND MATE PATEL: No, (indiscernible) --

14 MR. JONES: A, B, and (indiscernible)?

15 SECOND MATE PATEL: (Indiscernible.)

16 MR. JONES: From your watch?

17 SECOND MATE PATEL: Yeah. So, they greased it,  
18 and then they came back.

19 MR. JONES: Okay.

20 SECOND MATE PATEL: And in the meantime, they were  
21 trying to -- it was very (indiscernible) turn our vessel  
22 also. The rate of reversing. They were trying to  
23 (indiscernible) there were (indiscernible) they were  
24 (indiscernible) talking -- .

25 At that time, they were talking with U.S.C.G.

1 Carter. So, I radioed them on the VHF that they were, with  
2 their full engine power, they were trying to do their best  
3 to turn the ship.

4 MR. JONES: Can you estimate the C state at this  
5 time?

6 SECOND MATE PATEL: Four (indiscernible) nine,  
7 eight, nine. It was a -- (indiscernible) speed was -- it  
8 was gusting wind, more than 40 knots.

9 MR. JONES: The heading on your ship, which way  
10 was the heading now?

11 SECOND MATE PATEL: I am not too sure about  
12 it --

13 MR. JONES: Okay.

14 SECOND MATE PATEL: -- but I think it was north  
15 easterly.

16 MR. JONES: North easterly?

17 SECOND MATE PATEL: Yeah.

18 MR. JONES: Were you beam onto the seas?

19 SECOND MATE PATEL: Yeah, we were beamed onto the  
20 seas. Sydney Foss asked me the heading around 3 o'clock.  
21 No, around 3:45. I don't remember what I told him.

22 MR. JONES: Okay.

23 SECOND MATE PATEL: She asked me the heading, and  
24 I told her the heading. I don't remember what  
25 (indiscernible) course I told her.

1           MR. JONES: Okay, that's fine. I don't mean to  
2 stop you, Patel, but you're doing -- you're giving us great  
3 information, and I'd like to let you keep going as much as  
4 possible, but we're -- I want to clarify things, and slowing  
5 down is good, okay?

6           So, let's just take it back. The A, B, and your  
7 ordinary had greased the -- checked the chaffing, greased  
8 it, come back, you heard Sydney Foss talking to the Coast  
9 Guard about that they were at full power, and you were beam  
10 onto the seas, and maybe heading to the northeast.

11           SECOND MATE PATEL: Northeast.

12           MR. JONES: All right, if you can continue from  
13 there?

14           SECOND MATE PATEL: Yeah, and then I called up  
15 captain and chief officer. Captain had told me to call me  
16 at 3:45, give him a ring. So, I called him up, and chief  
17 officer. Then they came up, yeah, and then, 4 o'clock, with  
18 the captain was handing. Yeah, and then I went off watch.

19           MR. JONES: Okay.

20           SECOND MATE PATEL: Then, they stayed when I came,  
21 12 o'clock, on watch. I had no idea by that time, what's  
22 going on. So, when I had my lunch and I came on watch, 12  
23 o'clock, I saw like, we had a situation, and the line had  
24 broken. That time I came to know, and yeah -- and then,  
25 U.S.C.G. vessel was trying to make fast, pass one more lane.

1           They came close to us, and (indiscernible). They  
2     tried to pass a lane. They wanted to pull us. So, that  
3     failed, and we already had one anchor down. Already had one  
4     anchor down, and first hand (indiscernible). We did  
5     not -- captain did not wanted to put the second anchor down,  
6     because the two then tangled, and both anchors would have  
7     got wasted, if you put the second.

8           So, we were hanging onto one anchor, and U.S.C.G.  
9     called us up, and they told us that the situation is getting  
10    bad now. So, they wanted us to evacuate, nine people at a  
11    time. So, we had asked one (indiscernible) to get ready.  
12    The -- all the junior people to get ready, and go there, and  
13    all the engineers were -- they tried -- they were still  
14    trying to do it, and when the -- when it was like -- when we  
15    had to evacuate, when it was understood.

16           So, captain decided better if we have to evacuate  
17    than is -- even if it's (indiscernible), even if the anchor  
18    gets entangled. So, no problem. So, at least we can try.  
19    So, we let go the second anchor also, and when we let go the  
20    second anchor, the rate of the (indiscernible) become very  
21    less by then.

22           It had come down, but it was still moving very  
23    slowly. I remember, it was like shooting from 00 knots to  
24    .04 knots. It was going up and down, and we sent all the  
25    documents with Cadet Karen (phonetic sp.) and then, in the

1 second batch, I was worried about the log books, and all.  
2 So, I got back down. I put all the deck log books, I took  
3 all the J & B -- it says walkie talkie and kept one in the  
4 bag, and I told third officer to go like that.

5 So, third officer, he had gone down and -- for  
6 something, he had gone down. He came back and he said, you  
7 go, I'm going to stay, and I just picked up the bag, and I  
8 left, and (indiscernible) down on the way.

9 MR. JONES: Were you on the second helicopter?

10 SECOND MATE PATEL: Yeah.

11 MR. JONES: Second helicopter. Where did you go  
12 with the helicopter, Patel? Where did the helicopter, the  
13 Coast Guard take you?

14 SECOND MATE PATEL: There were two helicopters.  
15 First helicopter took us to one island. It was barren  
16 place. It was ice, and there was ice. So, we got down over  
17 there, we moved further until the second helicopter waiting  
18 for us. We got on the second helicopter, and then we came  
19 down to the Dutch Harbor.

20 MR. JONES: Just so I get this straight. You were  
21 in the second group --

22 SECOND MATE PATEL: Yeah.

23 MR. JONES: -- of crew off your vessel?

24 SECOND MATE PATEL: That's right.

25 MR. JONES: That helicopter took you on to --

1           SECOND MATE PATEL: First helicopter took us to  
2 one place, one island. It was one flat place. There was  
3 ice around (indiscernible).

4           MR. JONES: Okay.

5           SECOND MATE PATEL: We got down, and we walked  
6 further. There was a second helicopter waiting for us. We  
7 got transferred onto the second helicopter, and we came to  
8 Dutch Harbor.

9           MR. JONES: Where did you go from there?

10          SECOND MATE PATEL: From Dutch Harbor?

11          MR. JONES: Yeah, when you got off the second  
12 helicopter, the helicopter in Dutch Harbor?

13          SECOND MATE PATEL: Yeah, we were in an airport.

14          MR. JONES: At the airport?

15          SECOND MATE PATEL: Yeah, we were down into one  
16 (indiscernible). We were in an airport, and from there, we  
17 went to the (indiscernible).

18          MR. JONES: To?

19          SECOND MATE PATEL: Hotel, Grand --

20          MR. JONES: Hotel?

21          SECOND MATE PATEL: Yeah.

22          MR. JONES: Did you go to a hospital at all first?

23          SECOND MATE PATEL: No.

24          MR. JONES: Were you looked at by any medical  
25 personnel?

1           SECOND MATE PATEL: Nobody was injured. The  
2 second group, we all were fine. When we were exited, nobody  
3 was hurt, nothing, everybody was -- nobody was hurt,  
4 nothing.

5           MR. JONES: Who met you at the airport to take you  
6 to the hotel?

7           SECOND MATE PATEL: We met the U.S.C.G. people.  
8 Then, after some time, our agent came, and Mr. Douglas came  
9 later on. He introduced himself.

10          MR. JONES: That was later, later, or was it right  
11 shortly?

12          SECOND MATE PATEL: Yeah, I think it  
13 would -- all these things -- when we were at the airport,  
14 happened with two to three hours.

15          MR. JONES: Okay.

16          SECOND MATE PATEL: I don't remember the time,  
17 approximately.

18          MR. JONES: You've told us a great story, and I  
19 appreciate your knowledge and memory of the incident. Just  
20 a little background on yourself. How long have you had your  
21 second mate's license?

22          SECOND MATE PATEL: I got it in 2000.

23          MR. JONES: Is that the highest license you have?

24          SECOND MATE PATEL: No, I have chief maritime.

25          MR. JONES: If I understand it right, you stood

1 the midnight to 4 o'clock watch, and the 12:00 to 16:00  
2 watch?

3 SECOND MATE PATEL: Yeah, that's right.

4 MR. JONES: The chief maritime would stand the  
5 4:00 to 8:00?

6 SECOND MATE PATEL: Yeah.

7 MR. JONES: Third officer, the 8:00 to 12:00?

8 SECOND MATE PATEL: 8:00 to 12:00.

9 MR. JONES: Where did you get your maritime  
10 education?

11 SECOND MATE PATEL: From India, Bombay.

12 MR. JONES: Is there an academy that's got a  
13 certain name?

14 SECOND MATE PATEL: Yeah, (indiscernible) the name  
15 of the (indiscernible).

16 MR. JONES: Okay.

17 SECOND MATE PATEL: I got both my license from  
18 there.

19 MR. JONES: Is there more than one, in India?

20 SECOND MATE PATEL: Yeah.

21 MR. JONES: How long have you been sailing? As an  
22 officer?

23 SECOND MATE PATEL: I, as an officer, 2000, since.

24 MR. JONES: Since 2000?

25 SECOND MATE PATEL: Since April 2000, June, April,

1 June 2000.

2 MR. JONES: Okay.

3 SECOND MATE PATEL: Yeah, since April, June 2000.

4 MR. JONES: Your background as second mate, have  
5 you ever sailed chief officer?

6 SECOND MATE PATEL: No, this is the first time I  
7 sailed as a second mate.

8 MR. JONES: Your first time as a second mate?

9 SECOND MATE PATEL: My (indiscernible) as a second  
10 mate.

11 MR. JONES: Your duties on board, other than  
12 standing watch, what were your duties on board?

13 SECOND MATE PATEL: My duties are -- I am in  
14 charge of planning the passage, and chart correction, and  
15 medical .

16 MR. JONES: And medical?

17 SECOND MATE PATEL: Medicals, uh-huh.

18 MR. JONES: When you got the word to evacuate to  
19 the helicopter, who gave you that word?

20 SECOND MATE PATEL: Captain.

21 MR. JONES: Where were you at the time?

22 SECOND MATE PATEL: I was on the bridge all the  
23 time.

24 MR. JONES: On the bridge, and how was the word  
25 spread, in your memory, to the other crew members?

1           SECOND MATE PATEL: The crew members were  
2 announced on the walkie talkie, and on the -- like,  
3 (indiscernible) station, chief officer was there.

4           MR. JONES: Okay.

5           SECOND MATE PATEL: So, he was told on the VHF, on  
6 the VHF. He was having a (indiscernible) station --

7           MR. JONES: Okay.

8           SECOND MATE PATEL: -- and we were. So, he was  
9 told on the VHF, and also we announced on the P.A. system,  
10 public address system.

11          MR. JONES: Okay.

12          SECOND MATE PATEL: And that's the way it was  
13 announced. Regularly, it was announced, and people were  
14 asked to hurry up. Like, certain people were lagging up.  
15 So, they were told to hurry up.

16          MR. JONES: Now, the chief mate was on the bough?  
17 You said, on the forward station?

18          SECOND MATE PATEL: Yeah, initially.

19          MR. JONES: Okay.

20          SECOND MATE PATEL: Then the announcement was  
21 made. Then they were asked to come back.

22          MR. JONES: Okay.

23          SECOND MATE PATEL: After we let go the second  
24 anchor.

25          MR. JONES: Where did you depart the vessel from?

1       Onto the helicopter?

2               SECOND MATE PATEL:  Number one port side.  Number  
3 one hatch.

4               MR. JONES:  Number one hatch?

5               SECOND MATE PATEL:  Port side.

6               MR. JONES:  Forgive me if -- I really haven't seen  
7 pictures yet of the vessel, but you're up on -- the bough is  
8 up, or no?

9               SECOND MATE PATEL:  The four peak is up.

10              MR. JONES:  Four peak?

11              SECOND MATE PATEL:  Yeah.

12              MR. JONES:  Okay.

13              SECOND MATE PATEL:  But we don't go to the four  
14 peak.  We were in the number one hatch.

15              MR. JONES:  Okay.

16              SECOND MATE PATEL:  Number two to number one,  
17 (indiscernible).

18              MR. JONES:  All right, and how did you get into  
19 the helicopter?

20              SECOND MATE PATEL:  Bucket.

21              MR. JONES:  That was --

22              SECOND MATE PATEL:  Rescue bucket.

23              MR. JONES:  Were any Coast Guard personnel on  
24 board the ship with you at that time?

25              SECOND MATE PATEL:  No.

1 MR. JONES: The Coast Guard helicopter lowered the  
2 bucket?

3 SECOND MATE PATEL: Yeah, and we sat into it.

4 MR. JONES: And you got in?

5 SECOND MATE PATEL: Yeah.

6 MR. JONES: Did you strap yourself in, or just  
7 hang on?

8 SECOND MATE PATEL: No, the bucket was quite big  
9 enough. So, we just got into bucket.

10 MR. JONES: Again, I apologize, because I don't  
11 know what the bucket looks like, but well, your description  
12 is giving me a good idea.

13 SECOND MATE PATEL: Like, I'll just --

14 MR. JONES: Okay, sure.

15 SECOND MATE PATEL: (Indiscernible.) The bucket  
16 was full height, and then it was so big. So, it would  
17 easily put that bag over (indiscernible) and you use it like  
18 this. (Indiscernible.)

19 MR. JONES: Okay.

20 SECOND MATE PATEL: And we will hold onto the  
21 rims.

22 MR. JONES: Just for the recording, the  
23 interviewee is just showing us that he could sit down in the  
24 bucket as it was hoisted back into the helicopter.

25 SECOND MATE PATEL: Yeah.

1           MR. JONES:  Were you given instruction at all by  
2 the Coast Guard as to how to get in?  Could they yell down  
3 to you?

4           SECOND MATE PATEL:  We are trained for this.  
5 Actually, we've done the courses and all, so we know about  
6 it.

7           MR. JONES:  You've done --

8           SECOND MATE PATEL:  We've seen it.  We know about  
9 life saving and all that.

10          MR. JONES:  Okay.

11          SECOND MATE PATEL:  So, we know what the bucket  
12 looks like, and how to get in, and the bucket -- there was  
13 (indiscernible) forward enough, there was one thing showed  
14 how you're opposite.  How you've got to put your hands.

15          MR. JONES:  All right, that's on a placard, or  
16 something on your vessel?

17          SECOND MATE PATEL:  That thing?

18          MR. JONES:  The description, the picture you said,  
19 showing you how to sit.

20          SECOND MATE PATEL:  On the bucket.  It was on the  
21 bucket --

22          MR. JONES:  Oh, it was on the bucket?

23          SECOND MATE PATEL:  -- and it was like cushioning,  
24 like, because it feels hurting this way.  Your back will go  
25 on that cushion.

1 MR. JONES: Okay.

2 SECOND MATE PATEL: So, for the round thing, which  
3 would move into like a cushion. So, on the boat side, it  
4 was there.

5 MR. JONES: Okay.

6 SECOND MATE PATEL: If I sit here, I can see it in  
7 front of me.

8 MR. JONES: When the captain told you to evacuate,  
9 was there anybody else giving you instruction from the ship,  
10 once you got up to number one hatch?

11 SECOND MATE PATEL: (Non-verbal response.)

12 MR. JONES: Okay, so, just when you saw the bucket  
13 come down, it was time to get on it?

14 SECOND MATE PATEL: Yeah, I mean, the first  
15 helicopter was going. So, even I was calling up, and  
16 telling people to go forward.

17 MR. JONES: Okay.

18 (Dues to equipment malfunction, approximately 10  
19 minutes of testimony could not be transcribed.)

20 MR. JONES: Okay, Patel, I'll probably come back  
21 and ask you some more questions. I'll turn it over now to  
22 Mr. McPhilamy, he's from the U.S. Coast Guard. Sean?

23 MR. MCPHILAMY: Good afternoon sir. Again, my  
24 name is Sean McPhilamy. I'm with the United States Coast  
25 Guard. Thank you very much. Bear with me for one moment as

1 I review.

2 SECOND MATE PATEL: It's okay.

3 MR. MCPHILAMY: On the morning of the 7th, you  
4 were on the 0 to 4 watch. Contact was made, during that  
5 watch, if I understand you correctly?

6 SECOND MATE PATEL: Yeah --

7 MR. MCPHILAMY: With Dutch Harbor?

8 SECOND MATE PATEL: Yep.

9 MR. MCPHILAMY: Do you know who --

10 SECOND MATE PATEL: Harbor Master. Harbor  
11 Master's office.

12 MR. MCPHILAMY: Harbor Master's office?

13 SECOND MATE PATEL: (Indiscernible.)

14 MR. MCPHILAMY: Do you know how?

15 SECOND MATE PATEL: Telephone.

16 MR. MCPHILAMY: Was there another mechanism,  
17 another way that you tried to contact --

18 SECOND MATE PATEL: We tried the walkie talkie  
19 first, VHF.

20 MR. MCPHILAMY: VHF?

21 SECOND MATE PATEL: Yeah, we tried it on channel  
22 16. We couldn't get through channel 16. This was going on  
23 before we answer, before I came on watch, even third Officer  
24 was trying to contact on channel 16. Even I tried to  
25 contact on channel 16, we're not getting through. So, then

1 captain said, let's find out about Dutch Harbor, and give  
2 them a telephone call.

3 MR. MCPHILAMY: On the morning of the 7th, in the  
4 0 to 4 watch, what time zone were you observing?

5 SECOND MATE PATEL: At that time, we were  
6 observing a minus 11.

7 MR. MCPHILAMY: Thank you. On your next watch,  
8 the 12 to 16, what time zone were you observing?

9 SECOND MATE PATEL: Twelve o'clock, we were  
10 (indiscernible) to advance. We advanced two hours, noon.  
11 When I came on watch, I was the one who advanced two hours.  
12 So, we came to this time, Dutch Harbor time, and that time.

13 MR. MCPHILAMY: Thank you.

14 MR. JONES: I'm sorry, that was on the 7th? This  
15 is Rob Jones again.

16 SECOND MATE PATEL: (Non-verbal response.)

17 MR. JONES: Okay, thanks.

18 MR. MCPHILAMY: On the morning of the 8th, 0 to 4  
19 watch, the chaffing of the line, every three hours, to  
20 grease the line, you reported that. That the AB and the OS  
21 went forward to do this?

22 SECOND MATE PATEL: Yeah.

23 MR. MCPHILAMY: When they returned, did they  
24 comment or make mention --

25 SECOND MATE PATEL: Yes.

1 MR. MCPHILAMY: -- of the condition?

2 SECOND MATE PATEL: I asked him. He said the  
3 condition was okay.

4 MR. MCPHILAMY: Okay.

5 SECOND MATE PATEL: The line looked good.

6 MR. MCPHILAMY: Later on, that line parted?

7 SECOND MATE PATEL: Yeah.

8 MR. MCPHILAMY: Do you know anything about that  
9 parting?

10 SECOND MATE PATEL: I came to know, when I came on  
11 watch the next day morning.

12 MR. MCPHILAMY: Second hand, from someone else,  
13 did anyone tell you about what happened?

14 SECOND MATE PATEL: I can get it.

15 MR. MCPHILAMY: Sir, I'm sorry?

16 SECOND MATE PATEL: I didn't understand. What do  
17 you mean by that?

18 MR. MCPHILAMY: Did anyone say anything about the  
19 parting of that line? Where? How?

20 SECOND MATE PATEL: It happened -- I think it  
21 happened on chief officer's watch, between 6 and 8, around  
22 that time I (indiscernible). I think -- I went to clean, or  
23 something like that 7 o'clock.

24 MR. MCPHILAMY: Thank you. (Indiscernible.)

25 SECOND MATE PATEL: Okay.

1           MR. MCPHILAMY: Thanks. The conditions that you  
2 were reporting in weather, how did you record your  
3 observation?

4           SECOND MATE PATEL: We had a wind barometer, and a  
5 (indiscernible) meter, and we had a (indiscernible) we took  
6 outside.

7           MR. MCPHILAMY: And logging? How did you record?

8           SECOND MATE PATEL: We (indiscernible) deck log  
9 book.

10          MR. MCPHILAMY: Deck log book? Do you transmit  
11 any entry other than recording in the deck log book? Any  
12 other way?

13          SECOND MATE PATEL: We record every hour in the  
14 deck log book.

15          MR. MCPHILAMY: Thank you. At noon, on the 8th,  
16 you were on the 12 to 16 watch?

17          SECOND MATE PATEL: Yeah.

18          MR. MCPHILAMY: You had reported that one anchor  
19 was down --

20          SECOND MATE PATEL: Yeah.

21          MR. MCPHILAMY: -- to nine shackles?

22          SECOND MATE PATEL: Nine to ten shackles.

23          MR. MCPHILAMY: Nine to ten shackles? Which  
24 anchor please?

25          SECOND MATE PATEL: I mean, I was wasn't

1 on -- I'm --

2 MR. MCPHILAMY: I'm sorry.

3 SECOND MATE PATEL: -- I think it was ten, because  
4 it was not during my watch. The first anchor was lowered  
5 before I came. So, I think it was lowered to ten shackles.

6 MR. MCPHILAMY: Thank you. Which anchor?

7 SECOND MATE PATEL: Again, I think it was the port  
8 anchor.

9 MR. MCPHILAMY: Thank you.

10 SECOND MATE PATEL: It was the port anchor, I  
11 think so.

12 MR. MCPHILAMY: Thank you. When you were on  
13 watch, with the anchor down, were you recording or observing  
14 depth?

15 SECOND MATE PATEL: Yes, we were observing the  
16 depth, and we have recorded it in the sounding log book.

17 MR. MCPHILAMY: In the sounding log book?

18 SECOND MATE PATEL: I'm continuously doing it. I  
19 had recorded, in my watch, (indiscernible) recorded it, and  
20 I remember the sounding log book recording, the last  
21 sounding I'd recorded was 50 meters.

22 MR. MCPHILAMY: Fifteen?

23 SECOND MATE PATEL: Five, zero.

24 MR. MCPHILAMY: Five, zero. Five, zero meters.

25 Do you know the depth, is that water or hull?

1 SECOND MATE PATEL: Below the keel.

2 MR. MCPHILAMY: Below the keel?

3 SECOND MATE PATEL: The depth was below the keel.

4 MR. MCPHILAMY: Thank you.

5 SECOND MATE PATEL: Fifty meters below the keel,  
6 and in the -- before that also, the sounding had gone less.  
7 Like, when we were doing, for sometime the sounding had  
8 gone less. I don't remember how many meters, but it  
9 (indiscernible) down less than 50, but then we saw again, it  
10 was 50, so we were a little happy.

11 MR. MCPHILAMY: Thank you. I understand that the  
12 bag that you took with you included the log books?

13 SECOND MATE PATEL: Yeah.

14 MR. MCPHILAMY: Could you please tell me again,  
15 which log books you remember?

16 SECOND MATE PATEL: Okay, first was deck log book,  
17 JMDSS log book, sounding log book, sounding off on tanks,  
18 the tank sounding log book, the VHF log book, and I'm not  
19 too sure if I'd taken the under keel clearance  
20 (indiscernible) set one. That log book was (indiscernible).

21 MR. MCPHILAMY: To clarify, you are not too sure  
22 if you took the under keel clearance log?

23 SECOND MATE PATEL: Under keel clearance.

24 MR. MCPHILAMY: Thank you. Do you know -- the  
25 deck log, because things change over time, how did you keep

1 your deck log? Was it one deck log from the voyage  
2 departure, from Seattle?

3 SECOND MATE PATEL: Every month, we have this  
4 (indiscernible) log. Every month we keep changing.  
5 It's -- one deck log book is for one month.

6 MR. MCPHILAMY: Thank you. So, did you bring two  
7 deck log books?

8 SECOND MATE PATEL: No, I brought the recent one.

9 MR. MCPHILAMY: Just the December?

10 SECOND MATE PATEL: Yeah, just the December --

11 MR. MCPHILAMY: Thank you.

12 SECOND MATE PATEL: -- one, and when I was already  
13 gone on the helicopter, I remember captain talking on the  
14 walkie talkie to take the next three. So, I know third  
15 officer was going to bring the next three, for the next  
16 three months, deck log book.

17 MR. MCPHILAMY: Thank you. So, the deck log book  
18 for December, you have?

19 SECOND MATE PATEL: Yeah.

20 MR. MCPHILAMY: My correction, do you still have  
21 those logs?

22 SECOND MATE PATEL: Yep.

23 MR. MCPHILAMY: You still possess them?

24 SECOND MATE PATEL: Not the (indiscernible) --

25 MR. MCPHILAMY: Oh, I see.

1           SECOND MATE PATEL:  -- I've already given to  
2 captain.

3           MR. MCPHILAMY:  You gave them to the captain?  
4 Thank you, I'm sorry.  I would like to talk about part of  
5 your duty for the voyage planning.

6           SECOND MATE PATEL:  Yes, sir.

7           MR. MCPHILAMY:  Could you please tell me some  
8 details of the voyage from Seattle, through Raycon (phonetic  
9 sp.) Juliette, from that --

10          SECOND MATE PATEL:  Okay.

11          MR. MCPHILAMY:  -- through Unimak (phonetic sp.)  
12 Pass --

13          SECOND MATE PATEL:  Okay.

14          MR. MCPHILAMY:  -- and what was your exit point  
15 from the Bering, back to the Pacific?

16          SECOND MATE PATEL:  Okay, we were advised this  
17 whole thing by Ocean Group.  Marine Com?  I don't remember  
18 the name of the Ocean Groups.  It's Marine Com something,  
19 but they advised us, this ocean -- this passage, how we are  
20 going to go about it.  So, we were, from the Raycon  
21 Juliette, from there, I mean I went a little more further,  
22 and then we did great circle to Unimak Passage, to the  
23 (indiscernible).

24          From Unimak Passage -- we entered Unimak Passage,  
25 and from there, to Atu (phonetic sp.) Island, Atu Passage.

1 Atu Island or Atu Passage. We were (indiscernible) around  
2 (indiscernible) 065. We reached the (indiscernible)  
3 Passage. From (indiscernible) Passage to, I don't remember  
4 the name of that place, but it is the exit point of  
5 (indiscernible) Straight. Until then, we are going to do  
6 again, great circle.

7           So, we were going to do two time great circle.  
8 We're going to do composite sailing. First we did great  
9 circle up to Unimak Passage. Then we straighten  
10 (indiscernible). Then, again, we did an (indiscernible),  
11 and from (indiscernible) Passage, to (indiscernible)  
12 Straight, we did -- you're supposed to do three circle.

13           MR. MCPHILAMY: Thank you.

14           SECOND MATE PATEL: And then (indiscernible) to  
15 (indiscernible) Straight, and straight to (indiscernible).

16           MR. MCPHILAMY: May I ask a correction, a  
17 clarification?

18           SECOND MATE PATEL: Yeah.

19           MR. MCPHILAMY: Your passage from North, the exit  
20 point of Unimak Pass, what (indiscernible) line, what  
21 direction --

22           SECOND MATE PATEL: (Indiscernible.)

23           MR. MCPHILAMY: -- what course, roughly?

24           SECOND MATE PATEL: It was a straight course.

25           MR. MCPHILAMY: A straight course.

1           SECOND MATE PATEL: And when the Unimak Passage,  
2 it's on the chart, it is drawn.

3           MR. MCPHILAMY: Yes.

4           SECOND MATE PATEL: I mean, it's like a traffic  
5 separation scheme.

6           MR. MCPHILAMY: My apologies, I'm sorry. After  
7 that (indiscernible) roughly, the course that you ran to Atu  
8 (phonetic sp.)?

9           SECOND MATE PATEL: Yeah.

10          MR. MCPHILAMY: Was that rim line or --

11          SECOND MATE PATEL: Zero 6, 5, no.

12          MR. MCPHILAMY: That's what I would like to  
13 correct, check. Take a moment, sorry.

14          SECOND MATE PATEL: It goes from -- yeah.

15          MR. MCPHILAMY: Well, would it be 0, 6, 5, plus  
16 180?

17          SECOND MATE PATEL: 2, 6, 5.

18          MR. MCPHILAMY: What was it, reciprocal of?

19          SECOND MATE PATEL: 2, 6, 5.

20          MR. MCPHILAMY: 2, 6, 5?

21          SECOND MATE PATEL: 2, 6, 5.

22          MR. MCPHILAMY: Sorry, I just wanted to ask that.

23          SECOND MATE PATEL: Yeah.

24          MR. MCPHILAMY: I understand that there has been a  
25 little bit of time, and a few things that have occupied your

1 mind. I just wanted to check that detail, thank you. 2, 6,  
2 5?

3 SECOND MATE PATEL: Yeah.

4 MR. MCPHILAMY: Thank you.

5 SECOND MATE PATEL: We came right on top. There's  
6 -- on the chart, they show like Unimak Passage. So, we went  
7 right up to the top --

8 MR. MCPHILAMY: Uh-huh.

9 SECOND MATE PATEL: -- and from there -- I mean we  
10 exerted -- it's like the (indiscernible). So, we went right  
11 on top of it.

12 MR. MCPHILAMY: Thank you, I appreciate that and  
13 then one last question regarding the trip. From your  
14 memory, during your watches, did you encounter much traffic?  
15 What was your experience of traffic?

16 SECOND MATE PATEL: No. All the way from  
17 (indiscernible). From Y Juliette, there was not much  
18 traffic.

19 MR. MCPHILAMY: Not much traffic?

20 SECOND MATE PATEL: Yeah.

21 MR. MCPHILAMY: I'd like to pause for just a  
22 second, and offer you some more water?

23 SECOND MATE PATEL: Yeah, thank you.

24 MR. MCPHILAMY: You're very welcome, and I am done  
25 with my questions. Thank you.

1 MR. JONES: Okay.

2 CAPTAIN LEW KWOK YUE: Captain Lew here. Second  
3 mate, you said part of your troubles preparing the passage  
4 planning, you would have prepared, and the captain look over  
5 the passage planning. They did discuss with you?

6 SECOND MATE PATEL: Yes, sir.

7 CAPTAIN LEW KWOK YUE: His passage planning was  
8 based on the recommendation that was given by Marine Coms  
9 (phonetic sp.)?

10 SECOND MATE PATEL: Said Marine, I don't know the  
11 last name.

12 CAPTAIN LEW KWOK YUE: So, captain was in  
13 agreement with that?

14 SECOND MATE PATEL: Yes.

15 CAPTAIN LEW KWOK YUE: After passing Unimak  
16 Passage, you all had passed North Bogoslof Island?

17 (Discussion off the record.)

18 CAPTAIN LEW KWOK YUE: Bogoslof Island?

19 SECOND MATE PATEL: Yeah (indiscernible). We came

20 --

21 CAPTAIN LEW KWOK YUE: Can you remember how far,  
22 when you all stopped at that noon time (indiscernible) how  
23 far were you off --

24 SECOND MATE PATEL: (Indiscernible) when we  
25 stopped this -- at that time -- (indiscernible) we found the

1 land.

2 CAPTAIN LEW KWOK YUE: Well, you don't remember --

3 SECOND MATE PATEL: Yeah.

4 CAPTAIN LEW KWOK YUE: -- how far?

5 SECOND MATE PATEL: Yeah, it was -- at that time,

6 when we

7 saw -- we thought we were in mid ocean, and we're very away

8 from the island.

9 CAPTAIN LEW KWOK YUE: Fifteen hundred

10 (indiscernible)?

11 SECOND MATE PATEL: No, even when we starting

12 drifting, at that time it was -- I mean at night time, it

13 was more than 30 miles around to (indiscernible) miles at

14 night time only.

15 So, when we stopped, it was very far. I mean, there was

16 only -- first, no need of concern. The (indiscernible) it

17 was too -- the land was too away.

18 So, we didn't thought that it's going to be -- we

19 were drifting towards, because (indiscernible) okay. At

20 that time, it didn't come to my mind that anything like this

21 is possible. We just thought we were in mid ocean, and not

22 a problem.

23 CAPTAIN LEW KWOK YUE: During that time, did you

24 hear anything on the VHF that there was communication, or

25 anything that you can sound --

1 SECOND MATE PATEL: Nobody was around.

2 CAPTAIN LEW KWOK YUE: -- nobody was around, okay.

3 The tow line that -- when he was (indiscernible) was also  
4 during your watch? So, was it?

5 SECOND MATE PATEL: No, sir --

6 CAPTAIN LEW KWOK YUE: No?

7 SECOND MATE PATEL: -- it was during chief  
8 officer's --

9 CAPTAIN LEW KWOK YUE: Chief officer's watch? I  
10 see. So, who give you the instruction to ask the AB that  
11 you all need to grease the whole line from time to time?

12 SECOND MATE PATEL: Third officer (indiscernible)  
13 over to me --

14 CAPTAIN LEW KWOK YUE: I see.

15 SECOND MATE PATEL: -- that time we had pulled me.

16 CAPTAIN LEW KWOK YUE: Third officer?

17 SECOND MATE PATEL: He handed it over to me. He  
18 told me he's already done it at 11 o'clock, and now the next  
19 one is to be done at 2 o'clock.

20 CAPTAIN LEW KWOK YUE: So, this instruction from  
21 the third officer, do you have any idea who --

22 SECOND MATE PATEL: Said it was master's  
23 instruction.

24 CAPTAIN LEW KWOK YUE: Master's instruction?

25 SECOND MATE PATEL: He was handing over to me.

1           CAPTAIN LEW KWOK YUE: You mentioned that the  
2 master drop the first anchor, initially. Did the master  
3 discuss anything on the plan -- dropping the second anchor,  
4 or first of all, was the anchor in --

5           SECOND MATE PATEL: Yeah.

6           CAPTAIN LEW KWOK YUE: -- (indiscernible) of  
7 anybody itself?

8           SECOND MATE PATEL: Yeah, well, the chief officer.

9           CAPTAIN LEW KWOK YUE: With the chief officer?

10          SECOND MATE PATEL: And we were discussing that if  
11 they let go the second anchor, just now, it would be  
12 dangerous. They didn't want to let go the second anchor  
13 earlier, because it would -- if it got entangled, then both  
14 the anchors would have been useless.

15          CAPTAIN LEW KWOK YUE: You were on the bridge when  
16 this was discussed itself?

17          SECOND MATE PATEL: Yes, sir.

18          CAPTAIN LEW KWOK YUE: Okay, that's all.

19          MR. JONES: Okay, thank you, Captain Lew. Patel,  
20 just with the -- talk about the anchors right now. The port  
21 anchor was -- if you were on the bridge when this was  
22 discussed about the -- dropping the second anchor, which way  
23 was the vessel heading at this time? Do you know the  
24 heading of the vessel?

25          SECOND MATE PATEL: I think, again, it was

1 northeasterly.

2 MR. JONES: Northeasterly?

3 SECOND MATE PATEL: Yeah.

4 MR. JONES: Is the heading of the vessel recorded  
5 in the log book?

6 SECOND MATE PATEL: Yes, sir.

7 MR. JONES: And the course of the vessel?

8 SECOND MATE PATEL: When we were -- yeah. Not in  
9 the log book, but on a piece of paper we had it. We were  
10 writing the positions also.

11 MR. JONES: Okay.

12 SECOND MATE PATEL: Because in the log book,  
13 you're writing the (indiscernible), but we were writing down  
14 continuously position also at the same time. Look in the  
15 log book, they will know (indiscernible) continuously  
16 writing the weather and everything on a piece of paper or  
17 so. So, we had the position and the heading also. ON that  
18 piece of paper.

19 MR. JONES: When you sign out of your log book, at  
20 the completion of your watch, so, it would be 16:00, is that  
21 one entry that you make at 16:00?

22 SECOND MATE PATEL: Position?

23 MR. JONES: Well, you're -- that the vessel is  
24 riding roughly in a northwesterly sea?

25 SECOND MATE PATEL: So, that? Yeah, the weather

1 we write at the end.

2 MR. JONES: And that statement with your  
3 signature, that comes at the end?

4 SECOND MATE PATEL: Yes, sir.

5 MR. JONES: The start of your log book, where it  
6 says the check list?

7 SECOND MATE PATEL: Yes, sir.

8 MR. JONES: Do you start -- do you write that at  
9 the start of your log?

10 SECOND MATE PATEL: Yes, sir.

11 MR. JONES: So that's the first sentence entry  
12 into the watch, the 4, 0 watch?

13 SECOND MATE PATEL: That's right.

14 MR. JONES: And then, if anything else happens,  
15 you would write that in that log book?

16 SECOND MATE PATEL: Yes, sir.

17 MR. JONES: And then you have a closing sentence?

18 SECOND MATE PATEL: Yeah, that's usually the  
19 weather -- in the end, we write the weather.

20 MR. JONES: All right, that's all I have right now  
21 for a follow-up. Sean?

22 MR. MCPHILAMY: Thank you, Mr. Patel. Again, this  
23 is Senior Chief McPhilamy. One of the main reasons that  
24 this is conducted, is to help maritime safety prevent an  
25 accident like this from happening again. May I ask you to

1 state in any manner, any possibilities, or any thoughts what  
2 could help prevent this from happening again?

3 SECOND MATE PATEL: They're actually two -- my  
4 personal opinion, would be, after this incident, I saw -- I  
5 was continually thinking that what was wrong, but as far as  
6 I can think, we are taking all precautions and I think it  
7 was nature, or God's will, because we were doing exactly  
8 everything -- to the best, we're doing everything safely,  
9 and as the rules, but I don't know what went wrong.

10 Whether it's God's will or nature, I don't know.  
11 We're doing exactly the right things. As far as I know, we  
12 didn't make any mistakes. I thought that way. Everything  
13 was going just -- we were doing everything right.

14 MR. MCPHILAMY: Thank you. The piece of paper  
15 that you had written down these outside of the deck log?

16 SECOND MATE PATEL: Yes, I've carried it. I've  
17 got it. I have it with the deck book. When I put  
18 everything in the bag, I had put that paper also.

19 MR. MCPHILAMY: Thank you.

20 SECOND MATE PATEL: It told us the position and  
21 the heading.

22 MR. MCPHILAMY: Thank you.

23 SECOND MATE PATEL: The weather, the same weather  
24 was copied in the log book, but the heading and the  
25 position, like, we were writing the positions later on. So,

1 it had the positions every hour, position (indiscernible),  
2 and in the end, we were writing positions more frequently.

3 MR. MCPHILAMY: May I inquire, did you give that  
4 to the master, also?

5 SECOND MATE PATEL: Yes, sir, it goes with  
6 everything, all together, yeah.

7 MR. MCPHILAMY: Thank you. After the ship's  
8 engines were secured, and on the 6th, the weather went worse  
9 on the 7th and 8th, do you remember were the seas from the  
10 same general direction? Had the seas (indiscernible)  
11 changed direction?

12 SECOND MATE PATEL: No, they'd not changed. They  
13 were coming from (indiscernible). We're continuously  
14 drifting southeast.

15 MR. MCPHILAMY: Thank you, and were you then beam  
16 to the seas?

17 SECOND MATE PATEL: Yes, sir, we were beamed to  
18 the seas.

19 MR. MCPHILAMY: And the weather was coming from  
20 the port side?

21 SECOND MATE PATEL: Yeah, that's right.

22 MR. MCPHILAMY: Thank you.

23 SECOND MATE PATEL: The weather was coming from  
24 the port side.

25 MR. MCPHILAMY: Do you remember the degree of

1 pitch? I understand it changes, but do you remember the  
2 degree of pitch that you would --

3 SECOND MATE PATEL: Do you mean rolling?

4 MR. MCPHILAMY: -- roll?

5 SECOND MATE PATEL: Rolling?

6 MR. MCPHILAMY: I'm sorry, yes.

7 SECOND MATE PATEL: Rolling had more than 20  
8 degrees, but at times it was 28, around 28 degrees, and it  
9 wasn't the 7th afternoon, I don't know. Yeah, it must be  
10 the 7th afternoon. It had gone to 20, 30 degrees,  
11 everything had just flown off. I mean, even on the bridge,  
12 everything -- after securing I saw everything and just gone  
13 out.

14 MR. MCPHILAMY: Thank you.

15 SECOND MATE PATEL: We went to roll, and  
16 everything was out.

17 MR. MCPHILAMY: Thank you for the degree of roll.

18 Now, I'd like to step back to the weather, a few hours  
19 after you left Raycon Juliette, on the 29th morning?

20 SECOND MATE PATEL: Yeah, morning was okay.

21 MR. MCPHILAMY: After that the weather, you  
22 stated --

23 SECOND MATE PATEL: In the afternoon it started  
24 becoming. When afternoon -- when I came on watch, the  
25 weather had become bad. We had a low pressure. We had one

1 low pressure on top of us, and my high -- one high was down.

2 So, we hoping that this high would come, and push the low,  
3 and exactly that was happening. That low had gone above us.

4 MR. MCPHILAMY: Thank you. And that changed, I  
5 imagine, over the time, but do you remember any degrees of  
6 pitching and rolling? Was there any? Do you make a record  
7 of that change in ship's ocean?

8 SECOND MATE PATEL: Rolling, no.

9 MR. MCPHILAMY: No?

10 SECOND MATE PATEL: We don't take the degrees of  
11 rolling --

12 MR. MCPHILAMY: Thank you.

13 SECOND MATE PATEL: -- but we watch when it goes  
14 -- it was too much.

15 MR. MCPHILAMY: How about pitching?

16 SECOND MATE PATEL: My estimate is it was around  
17 15 because (indiscernible) because pitching up and down, and  
18 we (indiscernible).

19 MR. MCPHILAMY: Thank you, sir.

20 CAPTAIN LEW KWOK YUE: Captain Lew here. On the  
21 afternoon, after departing from Juliette, Whiskey (phonetic  
22 sp.) Buoy, isn't it?

23 SECOND MATE PATEL: Juliette.

24 CAPTAIN LEW KWOK YUE: Juliette Buoy? You  
25 encounter heavy weather. Was there any cause adjustment or

1 speak that was done during your watch?

2 SECOND MATE PATEL: Yes, sir, because of too much  
3 rolling and pitching, we had reduced a little bit  
4 (indiscernible) a little rpm was adjusted.

5 CAPTAIN LEW KWOK YUE: Was it done by you, or?

6 SECOND MATE PATEL: Chief engineer.

7 CAPTAIN LEW KWOK YUE: Chief engineer?

8 SECOND MATE PATEL: Chief engineer was all the  
9 time, rpm was handled by chief engineer. He use to come up  
10 and do it.

11 CAPTAIN LEW KWOK YUE: Since that (indiscernible)  
12 before passing Unimak Passage itself, ship was rolling  
13 heavily. Did you hear any abnormal sounds coming up that  
14 you heard in the cumulation, like surging, or  
15 (indiscernible) --

16 SECOND MATE PATEL: No, sir, nothing.

17 CAPTAIN LEW KWOK YUE: -- or howling, or anything  
18 like that?

19 SECOND MATE PATEL: Nothing, I didn't hear  
20 anything.

21 MR. JONES: Just one last one, Patel. Was there  
22 any assistance given to the engine room by other crew  
23 members?

24 SECOND MATE PATEL: Yes, sir. On the 8th, when  
25 the -- when we were trying to desperately to try the engines

1 as fast as possible. So, at that time, their assistance was  
2 given. We were trying to put -- from the deck, you  
3 (indiscernible) in the engine room.

4 Still, the sea was rolling too much, and pitching.  
5 So, their intention was to go and make fast lines, and put  
6 down the liner, and what ever held them on. The chief  
7 engineer and the engine (indiscernible) it. (Indiscernible)  
8 put it down and bring up things. For that reason they'd  
9 gone.

10 MR. JONES: So, any personnel outside the engine  
11 room that went down to assist, were directed by the chief  
12 engineer?

13 SECOND MATE PATEL: Yes, sir.

14 MR. JONES: Was the -- so the AB's were down there  
15 sometimes?

16 SECOND MATE PATEL: Yeah, yeah.

17 MR. JONES: The ordinaries?

18 SECOND MATE PATEL: Yeah, (indiscernible) was.

19 MR. JONES: Cook?

20 SECOND MATE PATEL: No.

21 MR. JONES: Chief cook?

22 SECOND MATE PATEL: No, chief cook and steward,  
23 no.

24 MR. JONES: No? Did you go down?

25 SECOND MATE PATEL: No, I did not see them, but

1 captain was telling chief officer to (indiscernible).

2 MR. JONES: Okay.

3 SECOND MATE PATEL: I was on the bridge.

4 MR. JONES: Any of the other officers?

5 SECOND MATE PATEL: No.

6 MR. JONES: You just mentioned that the chief  
7 engineer adjusts the rpm?

8 SECOND MATE PATEL: Yes, sir.

9 MR. JONES: Does he call up to the bridge  
10 regarding --

11 SECOND MATE PATEL: (Indiscernible) on the ship.  
12 So, we have bridge controls. So, he comes up on top, and he  
13 adjusts.

14 MR. JONES: How does he know that something needs  
15 to be adjusted?

16 SECOND MATE PATEL: From the (indiscernible). He  
17 will call up the engine's room, and he will ask how is the  
18 load of the main engine. So, whoever is on duty, will tell  
19 them the load, and accordingly, he will adjust any  
20 (indiscernible).

21 After adjusting, he'll say, now how does it look?  
22 If it's increasing, he'll wait for some time. We'll call  
23 them back, and he'll tell (indiscernible). If they say  
24 okay, he will leave it. If they say the load has increased,  
25 he'll again reduce it.

1           MR. JONES:     Do you log that in the ship's log?  
2     In the bridge log?

3           SECOND MATE PATEL:   No, not in the bridge log.

4           MR. JONES:     Did the engine room log it?

5           SECOND MATE PATEL:   Engine room log, I don't know.

6           MR. JONES:     Okay.

7           SECOND MATE PATEL:   But in the GPS log, you're  
8     writing the rpm.

9           MR. JONES:     In the GPS log?

10          SECOND MATE PATEL:   In the GPS log, you are  
11     writing the rpm every hour.

12          MR. JONES:     Did that make it ashore, the GPS log?

13          SECOND MATE PATEL:   No, I don't think so.  No, the  
14     GPS log, I did not get it.

15          MR. JONES:     If on your watch, you're up there, and  
16     the chief engineer reduces the rpm's, do you inform the  
17     captain?

18          SECOND MATE PATEL:   Yes, sir, I do inform the  
19     captain.

20          MR. JONES:     How do you do that?

21          SECOND MATE PATEL:   I mean, usually chief  
22     engineer, himself, does it.

23          MR. JONES:     Okay.

24          SECOND MATE PATEL:   But if captain has run down  
25     for some time, and comes up, so I say, now the weather looks

1 good. So, chief engineer has increased it (indiscernible).

2 MR. JONES: Would you say this is pretty much a  
3 standard operation for your vessel?

4 SECOND MATE PATEL: Yeah.

5 MR. JONES: If there's too much load on the  
6 engine, the chief engineer has the --

7 SECOND MATE PATEL: Yeah.

8 MR. JONES: -- the ability to change it at his  
9 discretion?

10 SECOND MATE PATEL: Yes, sir, but he's -- only he  
11 -- if like, a captain is around, chief engineer will  
12 directly talk to him, but if usually, like chief engineer  
13 does reduce it and (indiscernible) went down, and captain  
14 came up, or something, and that's -- I'll tell him.

15 MR. JONES: Okay.

16 SECOND MATE PATEL: And the load, whatever the rpm  
17 is to be, (indiscernible) captain leaves it to chief  
18 engineer.

19 MR. JONES: Okay.

20 SECOND MATE PATEL: Because it's main engine.

21 MR. JONES: All right, thank you, Patel. I  
22 appreciate your time. I'm sorry for this accident that's  
23 happened, but I just also want to let you know that you've  
24 been very helpful, and we might actually ask you some more  
25 questions when we go over everything you've given us today,

1 all right? So, I do appreciate your time, thank you.

2 SECOND MATE PATEL: Thank you.

3 (Whereupon, at 10:00 a.m., the interview was  
4 concluded.)

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## C E R T I F I C A T E

DEPOSITION SERVICES, INC., hereby certifies that the attached pages represent an accurate transcript of the electronic sound recording of the proceedings of the National Transportation Safety Board Interview regarding the grounding of the Selendang Ayu on December 9, 2004.

INTERVIEW OF SECOND MATE KAYOMARZ J. PATEL

Eve Jemison, Transcriber